

Today's Advertisements.

ORGAN RECITAL,

TO BE GIVEN BY
Mr. A. G. WARD,
IN
ST. JOHN'S CATHEDRAL,
ON
MONDAY, the 31st February, 1897,
AT 5.15 P.M.
Vocalists—
Mrs. STANLEY and Mrs. E. A. MEASOR.

PROGRAMME:
1. Toccata and Fugue in D minor, J. S. Bach.
2. Ave (from "The Holy City")
"My Soul, is abiding in Thee" A. R. Gaul.
3. Andante in A flat, W. S. Hoyte.
4. A Two-part Song, without
Words, by J. B. Calkin.
5. Serenade, Delbeck.
6. Song, "O Divine Redeemer!" C. G. Gued.
Mrs. STANLEY.
7. Fantasia (in the form of an
Offertoire) E. Tour.
Hongkong, 29th January, 1897. [211]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF
SHAREHOLDERS will be held at the
OFFICES of the Company No. 14, Praya Central,
on MONDAY, the 22nd February, 1897, at 12
o'clock noon, for the purpose of receiving the
Report of the Directors and the Statement of
Accounts for the year ending 31st December, 1896.
THE TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 22nd
February, both days inclusive.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 29th January, 1897. [207]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"

Captain Hall, will be despatched for the above
Ports on SUNDAY, the 31st instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 29th January, 1897. [207]

NAVIGAZIONE GENERALE ITALIANA,
(FLORENCE & RAVENNA UNITED COMPANIES.)

STEAM FOR

SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO

VENICE AND TRIESTE, ALL MEDITERRA-
NEAN, ADRIATIC, LEVANTINE AND
SOUTH AMERICAN PORTS up to
CALLAO.

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD.

ALSO

BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"

Captain Mancini, will be despatched as above
on MONDAY, the 31st February, at 5 P.M.

At BOMBAY the Steamers are discharging in
VICTORIA DOCK.

For Further Particulars regarding Freight and
Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 29th January, 1897. [207]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain K. H. Sandberg, will be despatched for the
above Ports on TUESDAY, the 2nd Feb.,
at Daylight.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 29th January, 1897. [212]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATON APCAR"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. of the 1st February, will
be landed at Consignees' risk and expense into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Wharfedale.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 29th January, 1897. [210]

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSRS and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 29th January, 1897. [217]

Intimations.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REQUESTED TO PAY ALL SUBSCRIPTIONS
DUE BY THE 15th INSTANT.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE &
SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

CLARET.—Our Claret, including the lowest
Prices, are guaranteed to be the genuine
product of the vines of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKEY
marked "E" is universally popular, and is
produced by the best local distillers to be
superior to any other brand in the
Hongkong market.

We only guarantee our WINE & SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896. [6]

BIRTH.

On the 21st inst., at "Waverley," Tanglin,
Singapore, the wife of O. M. Preston, of a
daughter.

DEATHS.

On the 28th inst., at his residence, Val-
shaw, Bombay, EMBRAH NORDIN, after a
long illness, at the ripe age of over 80 years,
senior partner in the firm of Abdoolly Ebrahim
& Co., Hongkong and China.

On the 21st inst., at "Erie Villa," Upper
Wilkie Road, Singapore, Margaret Mary David-
son, the beloved wife of Capt. John Eugene Geary.

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NAM CHUO, of No. 15 Lyndhurst Terrace,
was fined \$75, with the alternative of 3 months
hard, by Capt. Hastings for having unlawfully
selling intoxicating liquor during prohibited
hours (viz. 10.15 p.m.). He paid the fine.

MR. VALENTINE CHUO (special Times cor-
respondent) and Consul-General Anderson left
Singapore on the 21st inst. for Bangkok by the
Canton. Mr. Chu will shortly return to
Singapore, whence he will go via Batavia to
Klang.

An Australian Press despatch dated 1st
December, says:—A prominent Chinese
newspaper states that the recently published
"secret" treaty between Russia and China is
only a fragment of a wider agreement by which
Port Arthur will ultimately be assigned to Russia.

THE members of the Pacific Cable Commission
unanimously stated in their report that they are
in favour of a State-owned cable; and the route
recommended by the last Postal Conference in
Sydney, proposing branches from Fiji to Moreton
Bay and New Zealand, is adopted by the Com-
mission as being the best.

THE Steamship Company notify that there will
be no night steamer to or from Canton on Tues-
day and Wednesday, 29th and 30th February.
The day boat will run as usual. On Chinese New
Year's Day (29th February) there will be no
steamer to or from Macao, and the *White Cloud*
will not run between Canton and Macao on
Tuesday and Wednesday next.

A SCULLING match, to take place at the
Thames on February 1st, has been arranged
between W. Haines, of Putney, and C. Stephenson,
the New Zealand champion sculler. Haines
has also accepted the challenge of Tom Sal-
livan, the ex-New Zealand, and the match will
take place a fortnight after the match between
Haines and Stephenson. Haines won the
Christmas open sculling handicap on the Tyne,
and Sullivan, who also studied in the event,
retired before the completion of the race and
challenged the winner.

THE Agents of the China Merchants S. N.
Company, the Indo-China S. N. Company, Ltd.,
and the Dougl's Steamship Company, Ltd., have,
according to the *Forbes* and *the* *Telegraph*, in-
formed the public that on and after the 2nd of
February they will only carry mails forwarded by
H.M. S. P. M. S. Service and those of the
Imperial Chinese Postal Office. This, says the
Telegraph, is a death-blow to our flourishing Local
Post and consequently a serious loss to the
community, but of course compensation will be
made by the Chinese Government.—Possibly,
but not very likely.

CAPTAIN WELBY, 18th Hussars, and Lieut.
Malcolm, 3rd Highlanders, arrived in Calcutta
on 28th inst. by the *Sahagun*. These two
officers started from Leh at the beginning of
May, 1896, on a scientific expedition across
Northern Tibet. They successfully
accomplished, and about the middle of October
reached the Chinese border at the frontier town
of Tankai, which lies a few days east of the
Koko Nor. Thence, travelling by road and
river to Pekin, they entered the capital about
the end of November. From there it is only
two days to Tientsin, where they took the boat
back to India via Hongkong and Singapore.—
Asian.

It is, says the *Yokohama Advertiser*, earnestly
to be hoped that Judge Mowat will reconsider
or modify his decision, that no reporter shall be
allowed to enter or leave the place not apart for
the press in the Court-room in which he sits
while trying the charge against Mrs. Carr.
Newspaper men do not attend Court as a mere
matter of amusement; they do so in the course
of duty, and as representing the public, in whose
interest the law has been invoked on this
occasion. They do not sit or vacate their
places in the course of the trial for the purpose
of demonstrating the number of lightening
changes of which each is capable; they do so
when relieving, or being relieved by, others in
order that their arduous duties may be divided,
and the public be better served by the most
prompt and efficient publication of the proceed-
ings. This case is not a joke but a very serious
matter to them, adds the *Advertiser* emphati-
cally, and it is to be hoped Judge Mowat will
reconsider so serious, and as we think, unnecessary
a restriction upon them.

We read in the *Yokohama Advertiser* that a ridi-
culous story is told by the *Yokohama* respecting
what is styled the "German Minister Case." A
certain gentleman declares that the students
need not trouble the Foreign Office about it, but
they had better send a letter to the German
Foreign Minister giving the details of the
occurrence which has disgraced the uniforms of
the students of a preliminary military school of
the Japanese Empire. The Emperor will then
surely cause the recall of the Minister and take
steps necessary for the support of the dignity of
the military schools. There is, many, it is said,
who endorse this view. On Yokohama con-
temporaries also say:—Although the Radical
Party and its organs are warring them-
selves into a kind of fury over the trouble
between the German Minister and the students,
and are advocating the recall of the Minister,
says the *Yokohama*, the Foreign Office will
certainly take no such step, as the matter is
but a trifling one. On contemporary
asserts that the reason the Radicals are acting
thus is because they can find nothing to attack
in the policy of the present Ministry. It further
asserts that the matter will now be settled
through the medium of some sensible person
who has stepped into the breach. It continues:
"But it is not ridiculous indeed that the Radical
Party, who permitted even the return of the
Liaison Minister, now demand that the case
in question is of prime national importance!"

Since I wrote on Saturday last the probable
starters for the Wanganui Stakes have
come on, and Mr. Bony's Black Rock
who was the "champion" of the
universe, Black Douglas, so hard is his mouth
and so strong his liking for a sport, at break-
neck speed, did such an astounding 3 miles last
Wednesday that Tim Bony, to say I think
he will, is still handicapped, he is able to show his
legs to Fido, who will then be first favorite
for this race. I don't think Straightforward will
be a star for the Wanganui Stakes and I
therefore have him out of my calculations. It
is much more likely that he will be on deck
when the Ashley Cup candidates trot out.

Relief is a big favor for the Ashley
Cup, and he is a big favorite; but it must not
be large as that Provost Marshal is distinctly
good for this distance and that Mr. Arnold's
Straightforward is able to make both these
"good" do their level best from start to finish,
and I can't say that the level best is a bad
thing. Mr. Arnold's horse little don't come to
the 1st 1st as good condition as when he
won it in a comparatively easy winner of the
Valley Stakes and German Cup at the last
meeting.

Respecting the Maldives (1 mile) I can't say
much at present. Mr. Bony's don't look well
should make a tall bid for the honors, but I
think the favorite will be the one who is
able to do his level best from start to finish,
and I can't say that the level best is a bad
thing. Mr. Arnold's horse little don't come to
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THE Rangoon papers record the arrival at
Rangoon of two American cyclists, Dr. and Mrs.
McIntosh, who claim to have wheeled across
China from Shanghai. They appear to have
been well treated by the Chinese.

THE P. & T. Times says:—In consequence of
a dog bite the Commissioner of Customs, Mr.
A. Happer accompanied by his wife, left that
post on

and a greater on each watch, will be considered in conference. The engineers have at once received instructions to resume duty.

MELBOURNE, January 28th.
The steamer *Cogges*, which had been detained since Saturday, sailed for Launceston yesterday under peculiar conditions. The vacancy of first engineer was filled by Huddart, Parker and Co's share engineer, but the others were in a quandary for a second engineer, until an octogenarian, who had retired from a seafaring career 30 years ago, came to their rescue, and offered to officiate. The elderly gentleman, who seemed very proud of his diploma, received prompt employment. The Governor of South Australia and party were among the passengers.

An attempt was made to get the *Imamancha* away four hours before the engineers' notice to quit had expired, but the engineers refused to work and the move failed.

There was great excitement and cheering among the engineers at the Melbourne rooms when the following wire was received from Sydney:—"Send your men back to work; matters settled on your lines; Adelaide ships still barred."

BRISBANE, January 28th.
The announcement that the strike had ended was received with satisfaction and profound relief.

MELBOURNE, January 28th.
The engineers were called out again last night, owing to a new complication relative to the employment of non-union labor. Four engineers, not connected with the society, were engaged by Huddart, Parker & Co. for their steamers. The firm having given them a 12 months' engagement declines to withdraw them pending the conference. It is said that one of the engineers engaged was expelled from the Institute some time ago. Two rules upon which the engineers base their action read as follows:—Rule 23: No members shall sail on a steamer owned or chartered by a company in whose service non-members are engaged in sea-going vessels. Rule 26: No member shall sail for any company employing any engineer who has been expelled from the Institute.

The difficulty with the Adelaide Co. is still unsettled. The engineers on the steamer *Flinders* having given 24 hours' notice the company defeated their object temporarily by clearing the vessel before the notice had expired. It is expected that the same course will be pursued with the *Onward*.

BRISBANE, January 28th.
The engineers in the Adelaide Steamship Company's steamer *South Australian* were ordered by their union to leave the vessel at this port. Non-union engineers, however, were put on board, and the ship left at her advertised time.

SYDNEY, January 28th.
The conference between the marine engineers and the steamship owners has commenced, and the engineers having stated their case, the conference adjourned.

THE ORIGIN OF THE TROUBLE.
The points of contention in the dispute are as follows:—The marine engineers wanted the legal right to terminate their agreement at 24 hours' notice, and that wages which obtained under the agreement in existence from 1895 to 1897, shall be reverted to. In the latter year, a 10 per cent. reduction was made, and now with the revival consequent on the West Australian boom the men want a higher rate. They also want a fourth engineer and a third engineer in boats of over 500 horse-power running 400 miles between terminal ports, and that engineers on chartered steamers shall be paid the same rates as those in the regular intercolonial trade. Negotiations were proceeding on some of these matters during nearly the whole of last year.

The owners in March last declined to raise wages on the ground that the existing rates were higher than on British and foreign vessels. It was indicated at the recent sitting of the arbitration court that the owners would be willing to make the concession to the engineers of chartered steamers, but a few days later, before anything had been done, the engineers gave notice of the termination of the agreement at the end of three months. Then the Victorian Steamship Owners' Association prepared a circular, which was sent by several companies to the individual engineers in their employ, asking (1) Are you satisfied with the existing conditions of service; (2) If not, in what respects are you dissatisfied; (3) Are you prepared to continue in the company's service for six months, articles of agreement the same as certain officers, and crew, at your present rate of pay?

The Engineers' Institution then gave the notice of immediate cancellation.

The engineers demanded rates of pay as follows:—Within 10 N.H.P. Chief £20, second £15, third £14, 100, and within 150 Chief £21, second £16, third £15, 150 and within 200 Chief £22, second £17, third £16, 200 and within 250 Chief £23, second £18, third £17, 250 and upwards Chief £24, second £19, third £18, 300 and upwards Chief £25, second £20, third £19, 350 and upwards Chief £26, second £21, third £20, 400 and upwards Chief £27, second £22, third £21, 450 and upwards Chief £28, second £23, third £22, 500 and upwards Chief £29, second £24, third £23, 550 and upwards Chief £30, second £25, third £24, 600 and upwards Chief £31, second £26, third £25, 650 and upwards Chief £32, second £27, third £26, 700 and upwards Chief £33, second £28, third £27, 750 and upwards Chief £34, second £29, third £28, 800 and upwards Chief £35, second £30, third £29, 850 and upwards Chief £36, second £31, third £30, 900 and upwards Chief £37, second £32, third £31, 950 and upwards Chief £38, second £33, third £32, 1000 and upwards Chief £39, second £34, third £33, 1050 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BILIOUS and NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS,
ANNUAL SALE SIX MILLION BOXES.

30 Cents per Box.
Prepared only by the Proprietor:—
THOMAS BEECHAN, St. Helena, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG. [191]

Shipping.

STEAMERS.

FOR SHANGHAI
THE Steamship
"LOONGMOON,"
Captain F. W. Sevel, will be despatched for the above Port TO-MORROW, the 30th inst., at 4 P.M.
For Freight or Passage, apply to
HONGKONG, 26th January, 1897. [103]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched on MONDAY, the 30th February, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 22nd January, 1897. [178]

OCEAN STEAMSHIP COMPANY, FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"MYRIMIDON,"
Captain Gardner, will be despatched as above on WEDNESDAY, the 3rd February.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th January, 1897. [155]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Chartered Steamship

"STRATHFAY,"
Commander McKenna, will be despatched as above on SATURDAY, the 6th February, at 5 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA, Agents.
Hongkong, 14th January, 1897. [146]

OCEAN STEAMSHIP COMPANY, FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"TANTALUS,"
Captain Hannah, will be despatched as above on SATURDAY, the 13th February.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th January, 1897. [100]

NIPPON YUSEN KAISHA.
JAPAN-AUSTRALIA LINE.
MONTHLY SERVICE
(Under Mail Contract).

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"OMI MARU,"
Captain C. Young, will be despatched for the above Port on TUESDAY, the 16th February, at 4 P.M.
This Steamer is fitted with Superior Passengers Accommodation and is lighted by Electricity throughout. A daily qualified Doctor is carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA, Agents.
Hongkong, 27th January, 1897. [194]

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
MONTHLY SERVICE
(Under Mail Contract).

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"MIKE MARU,"
Captain P. H. G. will be despatched as above on WEDNESDAY, the 17th February, at Noon.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

SAILING VESSELS.

FOR SAN FRANCISCO

THE British Bark
"SUNBURN,"
Rebbs, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 7th December, 1896. [164]

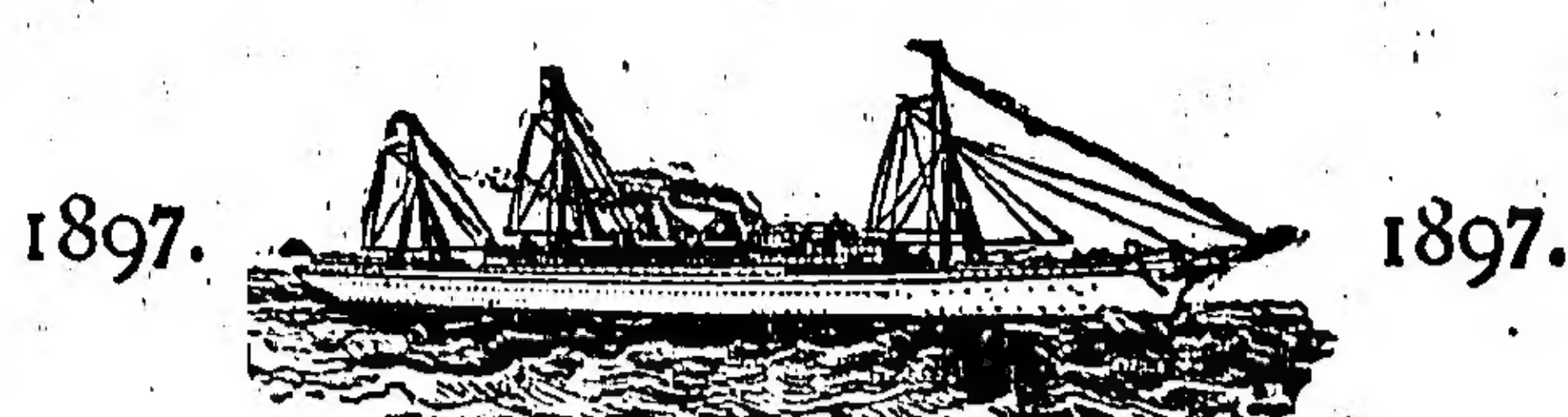
NOTICE TO SHIPPERS.

FOR SAN FRANCISCO
THE 100 A. T. Iron 4-masted British Bark
"MAITHEW,"
Captain J. Williams, will be despatched for the above Port, and will have quick despatch.
For Freight, apply to
MELCHERS & Co., Agents.
Hongkong, 28th November, 1896. [1840]

FOR NEW YORK
THE 1/2 A. T. L. American Ship
"BENJAMIN SEWELL,"
Sewall, Master, strictly expected from Shanghai, will load here and will be despatched by 4th of February.
For Freight, apply to
CARLOWITZ & Co., Agents.
Hongkong, 6th January, 1897. [191]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



1897. SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 17th February.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan's Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Strait, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 20th January, 1897.

D. E. BROWN, General Agent,
Pedder's Street. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 13th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, and March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 23rd March, at Noon.

THE U.S. Mail Steamship

"PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th February, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, 16th January, 1897. [191]

F. BLACKHEAD & CO.
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL, HONGKONG.
SOLE AGENTS FOR
HARTMAN'S PATENT GENUINE
COMPOSITION RED HAND BRAND.
HARTMAN'S GREY PAINT.
DAMLER'S PATENT MOTOR LAUNCHES.
Sole Agents for
FERGUSON'S SPECIAL CREAM
AND
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.
Hongkong, 14th May, 1896. [191]

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prinz Heinrich... Tuesday... 2nd Feb.
Prinzess... Tuesday... 2nd March.
Sachsen... Tuesday... 30th March.
Bayern... Tuesday... 27th April.
Prinz Heinrich... Tuesday... 25th May.

ON TUESDAY, the 2nd day of February, 1897, at 4 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Coppers, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 30th Jan. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 1st Feb., and Passengers will be received at the Agency Office until Noon on MONDAY, the 1st Feb. Contents of Packages are required. No Parcel Receipts will be issued for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 9th January, 1897. [96]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES OF THE UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON £400. Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$25. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Braemar... 3,601 | Tuesday... 1 Feb. 9.
Tacoma... 2,549 | Tuesday... 1 Mar. 2.
Victoria... 3,167 | Tuesday... 1 Mar. 23.
Olympia... 2,568 | Tuesday... 1 April.
Braemar... 3,601 | Tuesday... 1 May 4.

THE Steamship

"BRAEMAR,"
Captain Porter, sailing at Noon on TUESDAY, the 6th February, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co., General Agents.
Hongkong, 19th January, 1897. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"MIRZAPUR,"
Captain J. F. Johnson, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 11th February, at Noon, taking Passengers and Cargo for the above Ports.

Bills and Vouchers, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE, Steam Agent.
Hongkong, 16th January, 1897. [191]

Printed and Published by CHESNEY DUNCAN at No. 7, Pedder's Street, Hongkong.